



Caltrans

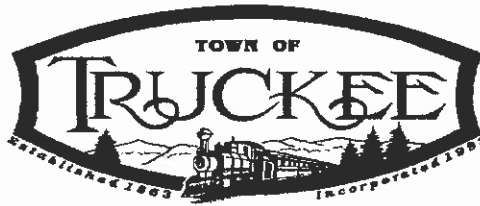
NOVEMBER 2015 – CALTRANS DISTRICT 3 PROJECT STATUS REPORT

11A

EA	CO/RTE/PM	DESCRIPTION	COMMENTS
4F370	Nev-174 2.7/4.6	Safety Improvement from Maple Way to You Bet Road	This project proposes to realign curves, widen shoulders, add a left turn lane at Greenhorn Access Rd., and improve the clear recovery zone between Maple Way and You Bet Rd. on State Route (SR) 174 in Nevada County. The purpose of this project is to improve safety and operations for all users, including bicyclists and pedestrians. It will help reduce the number and severity of collisions on the existing highway. This project was amended into the 2014 State Highway Operations and Protection Program (SHOPP) in September 2014, with a revised total cost of \$28,456,000, including Engineering, Environmental, Right-of-Way (R/W), and Construction. Preliminary Engineering work along with Environmental studies continue to take place, and construction is expected to start in Fiscal Year 2018/19.
4E170	Nev-49 11.1/13.3	Widen SR 49 to 5-lanes, starting at the north end of SR 49/La Barr Meadows Project to just before the McKnight Way Interchange	This project proposes to widen SR 49 to a four-lane conventional access control highway with a continuous median/left-turn lane, and 8-foot shoulders to improve traffic operations and safety. The project is located south of Grass Valley in Nevada County, between PM 11.2, the north end of the SR 49/La Barr Meadows project, and PM 13.3, near the McKnight Way interchange. This project is programmed in the State Transportation Improvement Program (STIP) from the Regional Improvement Program (RIP). The Project Approval & Environmental Documentation (PA&ED) phase is programmed for \$3 million and the Plans, Specifications, and Estimates (PS&E) is also programmed for \$3 million. Preliminary Engineering and Environmental work is taking place, as well as field surveys within the R/W limits. An Open House was held on 8/5/15 at Grass Valley City Hall to present project information and project concept options to the public. Results from the meeting showed Option #4, 22-ft wide median freeway with median barrier and frontage roads, as the one the public favored most.
1F880	Nev-49 12.4/12.8	Operational Improvements at Smith Road	This project, which is located at SR 49 and Smith Road, will construct a right turn pocket lane with a standard public road approach tapered with 4 foot shoulders. It is funded from the SHOPP Minor B Program. Design and Environmental studies are complete. Bids opened on 10/27/15, and construction should begin in the spring of 2016.
4F740	Nev-49 23.2/32.6	Hot Mix Asphalt (HMA) Overlay	This project proposes to preserve and extend the life of the existing pavement and improve ride quality. The project limits extend from 1.2 miles north of the South Yuba River Bridge on SR 49 to the Yuba County line (approximately 9.4 miles). This project proposes to Cold-in-Place Recycle (CIR) the existing pavement and the placement of a new HMA overlay. All new HMA surfaces will also receive new striping. This project was amended into the 2014 SHOPP on 11/07/14 for a total cost of \$7,579,000, including Engineering, Environmental, R/W, and Construction. Preliminary Engineering work has started, with construction scheduled to take place during the summer of 2017.
0G150	Nev-49 0.00/9.60 & 11.1/R14.40	Rubberized HMA-Open Graded Overlay	This project proposes to place 0.10-foot rubberized HMA-open graded overlay on SR 49 from the county line at the Bear River Bridge to the SR 20 separation in Grass Valley. The project will skip over the recently completed La Barr Meadows project limits. There will also be HMA-Dike replacement, and Metal Beam Guard Rail (MBGR) work at certain locations to maintain hydraulic and safety standards. New striping will be placed on all overlay areas. This project is funded from the Major Maintenance (HM124) program. Bids opened on 4/23/15, and the project was awarded to Teichert Construction for \$3,998,277. Construction work started on 6/26/15, and is estimated to be completed by early November.
3F650	Nev-89 1.2/8.7	Truckee-Capital Preventive Maintenance (CAPM)	This project proposes to preserve the pavement on SR 89 in Nevada County from PM 1.2, just north of I-80 to the Sierra County line. This project will preserve the existing pavement by Cold-in-Place recycling followed by HMA overlay. New striping and replacement of existing guardrail will also take place. This project was programmed in the 2012 SHOPP for \$6,185,000 including Engineering, Environmental, R/W, and Construction. Bids opened on 10/23/14, and the construction contract was awarded to Granite Construction for \$3,966,966. Construction work started on 7/7/15, and is estimated to be completed by late November.

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2F590	Yub-20 20.1/21.7	Safety Project, Widen Shoulders, Correct Curves	The purpose of this project is to reduce the number and severity of collisions along SR 20 in Yuba and Nevada Counties from 0.1 mile east of Lower Smartville Road to Mooney Flat Road by upgrading the existing roadway to current standards. This project will realign a portion of the existing highway, and widen the existing highway to accommodate uniform 12 foot wide lanes and 8 foot wide shoulders. It will improve non-standard curves, increase sight distances, add turn pockets, upgrade existing drainage facilities and provide a 20 foot clear recovery zone. It was amended into the 2014 SHOPP for \$25,370,000, including Engineering, Environmental, R/W, and Construction. Preliminary Engineering and Environmental studies are taking place. This project is scheduled to go to construction during the fall of 2018.



Date: October 27, 2015

To: Dan Landon, NCTC

From: Becky Bucar, Engineering Manager

Subject: SR 89 Mousehole Pedestrian and Bicycle Improvement Project

The State Route 89 Mousehole Bicycle and Pedestrian Improvement project will construct a pedestrian/bicycle railroad undercrossing and connecting trails east of the existing SR 89 Mousehole tunnel in Truckee, California. The trail will extend from Deerfield Drive in Truckee, California to the north to West River Street in Placer County to the south.

The Truckee Town Council awarded the construction contract to Gordon N. Ball, Inc. on September 23, 2014 for a contract amount of \$7,870,230 and a contingency budget of 10% or \$787,000.

Construction Management

Approximately 80% of the work has been completed (on a cost basis). To date, 90 submittals and 31 Requests for Information have been received from Gordon N. Ball, most of which have been reviewed and returned (only 3 submittals are outstanding). Six change orders have been approved resulting in a \$20,800 (0.3%) net decrease in the contract amount. Of note, change order #6 was a Value Engineering Cost Proposal in which the contractor and Town shared in costs savings associated with alternative portal shoring method. This change order resulted in a cost savings to the project equal to approximately \$45,000.

Construction Activities

Construction activities are summarized below:

- Retaining Walls: All retaining walls (#1, #2, and #3) have been completed.
- Tunnel Box: During the first week of September the subcontractor, Drill Tech, set up the hydraulic jacking equipment and tested it by pushing the tunnel box to the face of the embankment. On Sept. 9th, they began the jack and bore operation. It took 6 days of around the clock work to complete the jack and bore. On September 14th, the box was in its final position and on the 15th the contact grouting began, which injected grout through grout holes in the tunnel to fill any remaining voids. The grouting was finished on September 21. On September 22, the ground freezing subcontractor, Soil Freeze, turned off the freezing plant and began to dismantle their equipment.

Once the contact grouting was complete, GNB began removing the cutting edge and demolishing the front part of the concrete box in preparation for the construction of the north portal.

- **Jacking Slab and Backstop:** As the jacking is complete, the backstop has been removed.
- **Portals:** The north portal wall face and wing walls are complete and ready to be backfilled. The south portal facing wall has been poured and the wing walls will be poured next week.
- The contractor continues to work on the project as long as the weather allows, but the project will not be completed until 2016.

Union Pacific Railroad Coordination

Monitoring survey was performed continuously during the jack and bore and grouting operations. At no time during the jack and bore operation or contact grouting was there any significant movement of the UPRR track. At the end of the contact grouting, the monitoring survey went to once per week.

There is no longer a need for a railroad flagger on site because operations are not occurring near or under the tracks. In addition, the Union Pacific Railroad has reviewed and returned all five of the major submittals that have been sent to them. While some of the submittals were returned with comments, none of the outstanding issues are considered significant.

Please contact Becky Bucar at (530) 582-2932 or bbucar@townoftruckee.com if you have any questions.